



Cabinet
15 October 2018

**Report from the Strategic Director
Regeneration and Environment**

**Brent Local Implementation Plan (LIP) Annual Spending
Submission 2019/20 – 2021/22**

Wards Affected:	All
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: <small>(If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)</small>	Open
No. of Appendices:	Two: <ul style="list-style-type: none"> • Proposed LIP schemes • Equality Impact Analysis
Background Papers:	None
Contact Officer(s): <small>(Name, Title, Contact Details)</small>	Rachel Best Transportation Planning Manager Email: rachel.best@brent.gov.uk Tel: 020 8937 5249

1.0 Purpose of the Report

- 1.1. The primary source of funding for schemes and initiatives to improve transport infrastructure and travel choices in Brent is Local Implementation Plan (LIP) funding, allocated through Transport for London (TfL). LIPs set out how London boroughs will deliver better transport in their area, in the context of borough priorities, overarching Mayoral mode aim and Transport Strategy outcomes to deliver 'Healthy Streets and Healthy People'.
- 1.2. This report seeks to update on the provisional LIP allocation and the 2019/20 Corridors, Neighbourhoods and Supporting Measures LIP programme proposed to be submitted to TfL. Following approval by TfL, the schemes and initiatives within the approved LIP programme will be implemented subject to receiving the full funding allocation.
- 1.3. This funding will enable the Council to implement projects which meet corporate objectives around Better Place, Regeneration, Better Lives, Business and Housing Growth, and Demand Management.

2.0 Recommendations

2.1. That Cabinet:

- 2.1.1. Notes the content of this report and Brent's 2019/20 provisional allocation of £2,147,000.
- 2.1.2. Approves the proposed 2019/20 programme of LIP Corridors, Neighbourhoods and Supporting Measures schemes through application of the prioritisation matrix, as described in this report and, subject to TfL approval in December 2018, instructs the Head of Highways & Infrastructure to deliver this programme using the allocated budget and resources available.
- 2.1.3. Authorises the Head of Highways & Infrastructure to undertake any necessary statutory and non-statutory consultation and in consultation with the Lead Member for Regeneration, Highways and Planning consider any objections or representations regarding the proposed schemes. If there are no objections or representations, or the Head of Highways & Infrastructure in consultation with the Lead Member for Regeneration, Highways and Planning considers the objections or representations are groundless or unsubstantiated, the Head of Highways & Infrastructure is authorised to deliver the schemes. Otherwise, the Head of Highways & Infrastructure is authorised to refer objections or representations to Cabinet for further consideration.
- 2.1.4. Notes the scheme allocations are provisional and that schemes may be subject to change during development and following the consultation process.
- 2.1.5. Authorises the Head of Highways & Infrastructure in consultation with the Lead Member for Regeneration, Highways and Planning to vire scheme allocations where necessary (e.g. pending the outcome of detailed design and consultation) within the overall LIP budget, and in accordance with financial regulations.
- 2.1.6. Authorises the Head of Highways and Infrastructure to deliver schemes that receive any additional in-year funding as approved by TfL, subject to the outcome of consultation and to brief the Strategic Director for Regeneration and Environment Lead Member for Regeneration, Highways and Planning.

3.0 Background

- 3.1. The Council receives a fixed block of capital funding annually from TfL. The funding is made available through Section 159 of the Greater London Authority (GLA) Act 1999 and is called LIP funding. This is for the specific purpose of investing in transport related programmes and cannot legally be spent on other activities
- 3.2. TfL guidance stipulates that the LIP financial allocation is to be used to support the sustainable management and improvement of the borough's transport network, and influence travel decisions. This accords with the new LIP3 currently being drafted and the first spending submission is to be based on the new Mayor's Transport Strategy (MTS) and implemented from April 2019 for the financial year 2019/20.

- 3.3. Each year, Councils are required to submit an Annual Spending Submission setting out schemes and initiatives to improve transport infrastructure and travel behaviour in their borough for the forthcoming financial year (2019/20). It also includes an indicative two year programme for 2020/21 and 2021/22.

4.0 LIP 2019/20 Bidding Process

- 4.1. The LIP comprises of a number of funding programmes and includes:

- Corridors Neighbourhoods and Supporting Measures: The amount of funding allocated to each borough is determined through a needs-based formula focused on achievements of objectives and outcomes related to the Mayor's Transport Strategy outcomes and overarching mode share aim.
- Principal Road Maintenance: No funding is available for 2019/20. A small allocation is available for urgent safety critical work and to complete annual condition surveys, to be allocated by TfL against set pan-London criteria.
- Bridge Strengthening and Asset Maintenance: No funding is available for 2019/20. A small allocation is available for urgent safety critical work to be allocated by TfL against set pan-London criteria.
- Cycling: A discretionary fund for boroughs who were successful in securing mini-hollands and other cycling initiatives, such as Quietways and future cycle routes. Brent has been successful in securing further Quietway development (Wembley Park to Harrow Weald) and future cycle route 23 development from Wembley Central to Willesden Junction. No funding has been secured for delivery yet.
- Liveable Neighbourhoods: A discretionary allocation which is bid for competitively. It is proposed to resubmit transport related bids for Kilburn High Road and Park Royal.
- Bus Priority: A discretionary fund allocated by TfL on an evidence led approach using TfL bus data.

- 4.2. This report provides details of the methodology used to prepare the Annual Spending Submission to be made for funding in the 2019/20 financial year under the Corridors, Neighbourhoods and Supporting Measures programme.

- 4.3. Submissions need to be made to TfL by 2 November 2018.

- 4.4. Should further in-year funding be granted by TfL from LIP programmes other than Corridors, Neighbourhoods and Supporting Measures, the Head of Highways and Infrastructure will brief the Lead Member for Regeneration, Highways and Planning and implement the selected scheme, as agreed by TfL, through the Scheme of Delegation.

5.0 Developing the Annual Spending Submission 2019/20

- 5.1. The LIP Annual Spending Submission includes schemes identified through a number of sources, including requests from Members and residents; strategic schemes that support the Council's objectives; schemes that have been committed in previous years for multi-year funding; and schemes that have the potential to improve road safety.

- 5.2. Given that funding is limited, it is not possible to deliver all of these schemes, so officers assesses the proposed schemes in a clear and transparent manner, using a prioritization matrix scoring each scheme against its likely benefits. These benefits reflect the new MTS outcomes and Brent's corporate objectives (linked to regeneration, high streets, public health and air quality).
- 5.3. The Mayor's vision is to provide Londoners with healthy streets. Road safety also plays a part in achieving this and therefore road traffic collision records are also assessed for the area or street under consideration in each scheme to identify schemes that would contribute the most to improving road safety. This is in line with the Mayor's aim to have no fatal or serious injuries on the road network by 2041, and work towards achieving his 'Vision Zero' action plan for London.
- 5.4. Schemes are ranked on their total score and the estimated project costs are added up until the accumulated total scheme costs exceed the provisional 2019/20 funding allocation of £2.147m. Some adjustments are made for existing and ongoing schemes where borough priorities necessitate exceptions.
- 5.5. This prioritization matrix was established in 2015 and approved by Cabinet as part of the report on the 2016/17 LIP submission. The matrix has been fully updated for the 2019/20 LIP submission to reflect the new MTS and LIP3 guidance.
- 5.6. To date, requests have been received from 1 Member of Parliament, 5 ward councillors and 19 residents. They will be costed and scored using the updated prioritization matrix alongside potential schemes identified through discussions with Highways and Infrastructure Officers, Regeneration Officers and Town Centre Managers.
- 5.7. The schemes within the 2019/20 submission require two future years of indicative funding. This funding is not secured and if dramatically reduced, a decision would need to be made as to whether to continue schemes using different funding sources (such as Brent money), or whether to cease work on them.

6.0 2019/20 Annual Spending Submission (Corridors, Neighbourhoods and Supporting Measures)

- 6.1. Brent's 2019/20 provisional LIP allocation for this programme is £2,147,000. This is a reduction of £368,000 from our 2018/19 allocation.
- 6.2. The delivery programme is updated as part of a 'rolling programme' with every annual spending submission, so schemes are identified not just for the forthcoming financial year but also for the two following years. This utilises one year of 'approved' funding and two years of 'indicative' funding.
- 6.3. Members will therefore note that indicative funding for 2020/21 and 2021/22 are set out in the draft programme for 2019/20 in Appendix 1. These funding requirements are subject to change as schemes are identified and/or developed and cost estimates refined.
- 6.4. The project costs outlines in Appendix 1 are preliminary high level estimates based on comparable projects recently undertaken within the borough. As such, these estimates are subject to changes due to design refinement, responses to

community consultation and government policy. In the event that a project costs differ from the estimate, the Head of Highways and Infrastructure, in consultation with the Lead Member for Regeneration, Highways and Planning, will consider options for the transfer of available funds to alternative projects as agreed with TfL to the limit of the LIP allocation for the Corridors, Neighbourhoods and Supporting Measures programme.

7.0 New Annual Report

- 7.1. A new annual report, to be completed by TfL in partnership with the local borough, is being introduced. This will monitor the progress Brent Council is making in delivering the overarching mode share aim of 80% of all Londoner's trips being completed by walking, cycling or public transport as well as the Mayor's nine Transport Strategy outcomes.
- 7.2. The report will summarise the total investment and outline the outcomes that have been realised as a result of the investment made. This will be achieved through monitoring a number of metrics and data sources and also include a summary of the schemes delivered.
- 7.3. The format and timing of the report is still being determined.

8.0 Financial Implications

- 8.1. TfL has allocated the Council a provisional sum of £2.147m against Corridors Neighbourhoods and Supporting Measures programme. Using the above discussed methodology to identify schemes, the Council ensures that the proposed LIP programme for 2019/20 fully commits to the provisional spend allocation. However, this is subject to final confirmation of the value of the LIP settlement for Brent in December 2018. Should the value change then the programme is amended accordingly in line with the outcomes from the prioritisation matrix. Should less funding be granted then the lowest scoring scheme will drop from the programme. If more funding is granted then the next scheme in the priority list below the 'red line' will be included in the programme.
- 8.2. The Head of Highways and Infrastructure proposes to implement the programme within available resources. Technical staff time (fees) will be charged to the capital schemes within the LIP allocations. There should be no additional cost to the Council in implementing these schemes.
- 8.3. The LIP funding stipulates it should be applied to the related financial year and does not permit any carry over of underspend; all works must be committed or completed by 31 March 2020.
- 8.4. The Budget and Council Tax report to be submitted to Cabinet and Full Council includes an annual revenue contribution towards highway maintenance activities only and does not include a provision for LIP funded works in next financial or future years.

9.0 Legal Implications

- 9.1. Section 144 of the GLA Act 1999 requires that in exercising any function, London Local Authorities must implement the Mayor's Transport Strategy which sets out the transport policy framework for London.
- 9.2. The Council indicates how it will implement the MTS through its LIP3 which sets out various objectives. The Council is required to submit a spending submission to demonstrate how it will achieve its LIP3 objectives.
- 9.3. Section 159 of the Act authorises the GLA to provide funding to local authorities where the expenditure is 'conductive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'.
- 9.4. The requirements regarding publication and consultation in the making of Traffic Management Orders are set out in the Road Traffic Regulation Act 1984.

10.0 Equality Implications

- 10.1. The public sector equality duty set out in Section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic. The protected characteristics are: age, disability, gender, reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 10.2. The draft programme will be assessed by way of an Equality Impact Analysis (EIA). The EIA will be appended to the Cabinet report.
- 10.3. Furthermore, each of the schemes will be subject to individual equality analysis and consultation. During the communication and consultation process of individual schemes, due consideration will be given to all protected characteristics including people with learning disabilities, deaf and blind (as well as deaf blind) residents, people with dementia and their carers, young children, young people and older people.

11.0 Consultation with Ward Members and Stakeholders

- 11.1. The Annual Spending Submission considers potential schemes requested by Members, members of the public and Brent Council officers.
- 11.2. New schemes identified in the programme for 2019/20 will have non-statutory and any necessary statutory consultation completed as part of the planning, design and delivery process. If there are no objections or representations made on a scheme being consulted, or where the Head of Highways and Infrastructure, in consultation with the Lead Member for Regeneration, Highways and Planning, considers the objection or representation are groundless or unsubstantiated the necessary Traffic Management Orders will be implemented.

11.3. Where objections and/or representations are received and they cannot be resolved or removed through further design changes and achieved within funding available, these will be referred to Cabinet for further consideration.

12.0 Human Resources/Property Implications (if appropriate)

12.1. There are no direct staffing implications arising from this report.

Report sign off:

Amar Dave

Strategic Director of Regeneration and Environment